



ASSEMBLY — 40TH SESSION
EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

SUPPORT TO ICAO NO COUNTRY LEFT BEHIND INITIATIVE

(Presented by Finland on behalf of the European Union and its Member States¹, the other Member States of the European Civil Aviation Conference²; and by EUROCONTROL, and co-sponsored by New Zealand)

REVISION NO. 1

EXECUTIVE SUMMARY

The paper reiterates Europe's strong support to the No Country Left Behind (NCLB) initiative and its commitment towards a safe, secure, efficient, economically viable and environmentally sound air transport system in all ICAO Contracting States. It acknowledges States' efforts to reach effective and sustainable compliance with ICAO Standards and Recommended Practices and recall the need for robust coordination mechanisms allowing for the optimum use of resources and a maximised impact of capacity-building activities. Due to its unique role, ICAO should facilitate development and functioning of such mechanisms.

Action: The Assembly is invited to:

- a) reiterate its support to the NCLB initiative and acknowledge the contribution of this initiative to improve the overall performance of aviation at global level;
- b) invite ICAO to apply a systemic approach to its targeted State support activities and to intensify the implementation support, technical support and assistance activities of the Secretariat;
- c) recognise the added value and complementarity of capacity-building activities undertaken by ICAO, individual States, regional organizations and industry;
- d) request ICAO to coordinate targeted regional or State support with other partners via ASIAP, for aviation safety and air navigation;
- e) encourage ICAO to continue its general implementation support activities following the publication of new Standard and Recommended Practices (SARPs), including the assessment of indicators on the success of the SARPs implementation;
- f) invite States and regional organisations to keep ICAO informed about key projects in order to allow a coordinated approach, ensuring the best use of existing resources; and
- g) note the willingness of the presenters of the paper to support the NCLB initiative in the past triennium, including through the projects summarized in A40-WP/106.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper will continue subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Assembly Resolutions A39-23, A39-22 and A39-1

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Republic of North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

1. INTRODUCTION

1.1 The *No Country Left Behind* (NCLB) initiative was launched in 2014 following the Council's decision that ICAO should focus its activities on States with higher accident rates or security threats and review what ICAO can do to better encourage developed countries to provide more comprehensive assistance to developing countries.

1.2 Its main goal is to help ensure that Standard and Recommended Practices (SARPs) implementation is better harmonised globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. The NCLB effort also promotes ICAO's efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO's safety oversight audits as well as other safety, security and environment objectives.

1.3 There are many actors within the global aviation community dealing with implementation and support: States, international and regional organisations, industry bodies, development banks, just to name a few. Also within the ICAO Secretariat there are numerous structures: Air Navigation Bureau, Air Transport Bureau, Technical Cooperation Bureau and regional offices.

1.4 The 13th Air Navigation Conference (AN-Conf/13) adopted Recommendation 7.3/2, calling on ICAO to continue to develop the prioritisation of States and areas of technical assistance criteria. This would help achieving appropriate and transparent prioritization and on Aviation Safety Implementation Assistance Partnership (ASIAP) partners to strive for greater commitment to, and participation in, the ASIAP Programme, and invite other States and international organizations that can provide technical assistance to join ASIAP.

1.5 The second High Level Conference on Aviation Security (HLCAS/2) in November 2018 recommended that ICAO should map existing capacity-building resources and providers so as to have a comprehensive understanding of available capacities as well as map delivered, on-going and planned capacity-building activities, so as to have a comprehensive overview of the situation. Furthermore, the Conference agreed that targeted, accurate, and effective aviation security training and assistance was key to strengthening aviation security, and the purpose of capacity-building was to provide Member States with the knowledge and capabilities to address both existing and emerging threats.

2. DISCUSSION

2.1 Assembly Resolution A39-23 calls on all Contracting States and relevant partners able to do so to provide States in need with financial and technical resources to assist them in enhancing their civil aviation systems by implementing SARPs and fulfilling their oversight responsibilities. Therefore, it is a political duty of the international aviation community to help the States facing difficulties. It is also a contribution to the achievement of the United Nations' Sustainable Development Goals, e.g. Decent Work and Economic Growth and Industry, Innovation and Infrastructure.

2.2 The ultimate responsibility for all issues related to the execution of the State authority functions, including oversight of various sectors of the industry and fulfilment of obligations stemming from the Chicago Convention remains nevertheless with the State-beneficiary of the technical assistance, cooperation or capacity building activities.

2.3 ICAO in collaboration with partners and the beneficiary ICAO Member States should coordinate the activities of various partners in order to achieve a maximum impact of those activities.

2.4 On the broader international or regional scale the activities should be coordinated in an open and fair manner, respecting the sovereignty of beneficiary ICAO Member States and each partner's specific operating conditions and abilities. This coordinating role should be played by the Secretariat, due to the specific mandate of ICAO. This should include, *inter alia*, facilitation of information sharing, providing input to prioritisation of States and areas of greatest needs and providing a forum where the various interested parties may coordinate their activities. In the field of safety, ASIAP is a good example of such initiative and where needed could be replicated.

2.5 Stakeholders providing resources for the capacity building activities or implementing the actions should proactively attempt to coordinate with other bodies in order to maximise the impact of the actions, use resources efficiently and avoid duplications. They also should make use of ICAO in order to exchange information or seek to open communication channels.

2.6 Within the ICAO Secretariat itself it is important to create a central coordination function having a good visibility of all activities of Air Navigation Bureau (ANB), Air Transport Bureau (ATB), Technical Cooperation Bureau (TCB) and regional offices, making sure that the own resources of ICAO are used in the most efficient manner possible, and to provide this information to all States and organisations.

3. CONCLUSION

3.1 The issues outlined above need to be taken into consideration by the Assembly, Council and Secretariat when programming, planning and implementing NCLB activities at the global and regional levels and by all other relevant stakeholders. The Assembly is therefore invited to endorse the actions proposed in the Executive Summary of this paper.

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